

# NEGRO SEAMEN DO PART IN BRINGING AMERICANS HOME

## N.M.U. Leader Declares Union Is Strongly Opposed to Nazis

Negro seamen are doing their share in helping the American government bring stranded United States nationals back from Europe.

There were 462 Negro seamen registered and employed in the last two weeks on four ships engaged in rescue work, the National Maritime Union announced.

Employment of these men many of whom had been thrown out of work after the Munson and Red D Lines went out of business and the American Republic and Grace Lines, respectively, took over their routes, marks a distinct victory for the N. M. U.

The Seafarers International Union, an AFL affiliate, assertedly failed to break up discrimination suffered by the Negro unionists.

Entire crews of the S. S. St. John and Acadia are Negro, it was learned today. The Iriquois and Orizaba have 126 Negro seamen on deck. Ratings of the men range from able bodied and ordinary seamen, bakers, lounge stewards, pantry-men, head hallmen, waiters, chefs, stewards to all forms of services aboard ship.

It was explained that while the S. S. St. John and Acadia were sailing under Eastern Lines they carried an S.I.W. crew. When these ships were chartered by the U. S. Lines, the S.I.U. crew had to abandon ship for the N.M.U. crew.

"This action," declared Ferdinand Smith, Negro national vice president of the NMU, "strongly emphasizes the necessity for one union of the Urban League denying that of seamen."

"Had these SIU men been members of the NMU, they would have been transferred with their vessels when the new charters were effected."



FERDINAND SMITH

"The NMU Constitution expressly forbids discrimination against members of the union for reasons of race, religion or political creed," he said.

"The American seamen who are members of the NMU have constantly made clear to the American public that they stand four-square against fascism, against aggression of all kinds. It is essentially true that the United States Line has made a practice of hiring German stewards for the last ten years. Possibly some of these German stewards are Nazis. However, a handful of Nazis working on the United States Lines can not make the National Maritime Union a Nazi sympathizer."

"Our controversy with the ship owners over war risk compensation revolves entirely around our determination to protect our families in case our lives are lost due to war, or our livelihoods are cut off due to capture by one of the belligerents."

"Already American ships are being stopped on the high seas," Smith continued. "Tomorrow these ships may be sunk or captured and their crews interned as 'prisoners of war.'"

"The National Maritime Union is prepared to supply seamen who will work without wages to man ships bringing back American provided that no cargoes will be carried by the ships and that no fares will be charged the returning Americans."

"At the present time, some of the companies are charging double fares for cots aboard the rescue ships."

# NEGRO SEAMEN EMPLOYED ON EUROPE-BOUND LINERS

## 462 Hired On Four Ships Sailing To Bring Back Stranded Americans

By FAY M. JACKSON

Close on the heels of press reports that pro-German sympathy of many seamen on American liners were making it difficult for the Government to bring stranded Americans back from Europe, the National Maritime Union announced this week that 462 colored seamen were registered and employed last fortnight on four ships engaged in rescue work.

Employment of these men, many of whom had been thrown out of work after the Munson and Red D. Lines went out of business and the American Republic and Grace Lines, respectively, took over their routes, marks a distinct victory for the N. M. U.

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It was explained to the writer that while the S. S. St. John and Acadia were sailing under Eastern Lines, they carried an S. I. U. crew. When these ships were chartered by the U. S. Lines, the S. I. U. crew had to abandon ship for the N. M. U. crew.

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Action of the NMU in breaking up

U. S. Lines discriminatory policy should demonstrate to colored seamen that their place is with the National Maritime Union," Smith stated.

When word flashed at waterfront headquarters that ships were sailing with NMU crews, Septimus Rutherford, secretary-treasurer of the Stewards Division, rushed the highways and byways of Harlem and other Eastern seaboard centers where the rejected race men had gathered, enlisted them for work.

## Union Clarifies Position

Vice-president Smith issued a statement to the NAACP and the Industrial Relations Department of the Urban League denying that Nazis or Nazi sympathizers influenced the policy of the union and clarified the union's stand with regard to the rescue of stranded Americans.

"The NMU Constitution expressly forbids discrimination against members of the union for reasons of race, religion or political creed," he said.

"Our controversy with the ship owners over war risk compensation revolves entirely around our determination to protect our families in case our lives are lost due to war, or our livelihoods are cut off due to capture by one of the belligerents."

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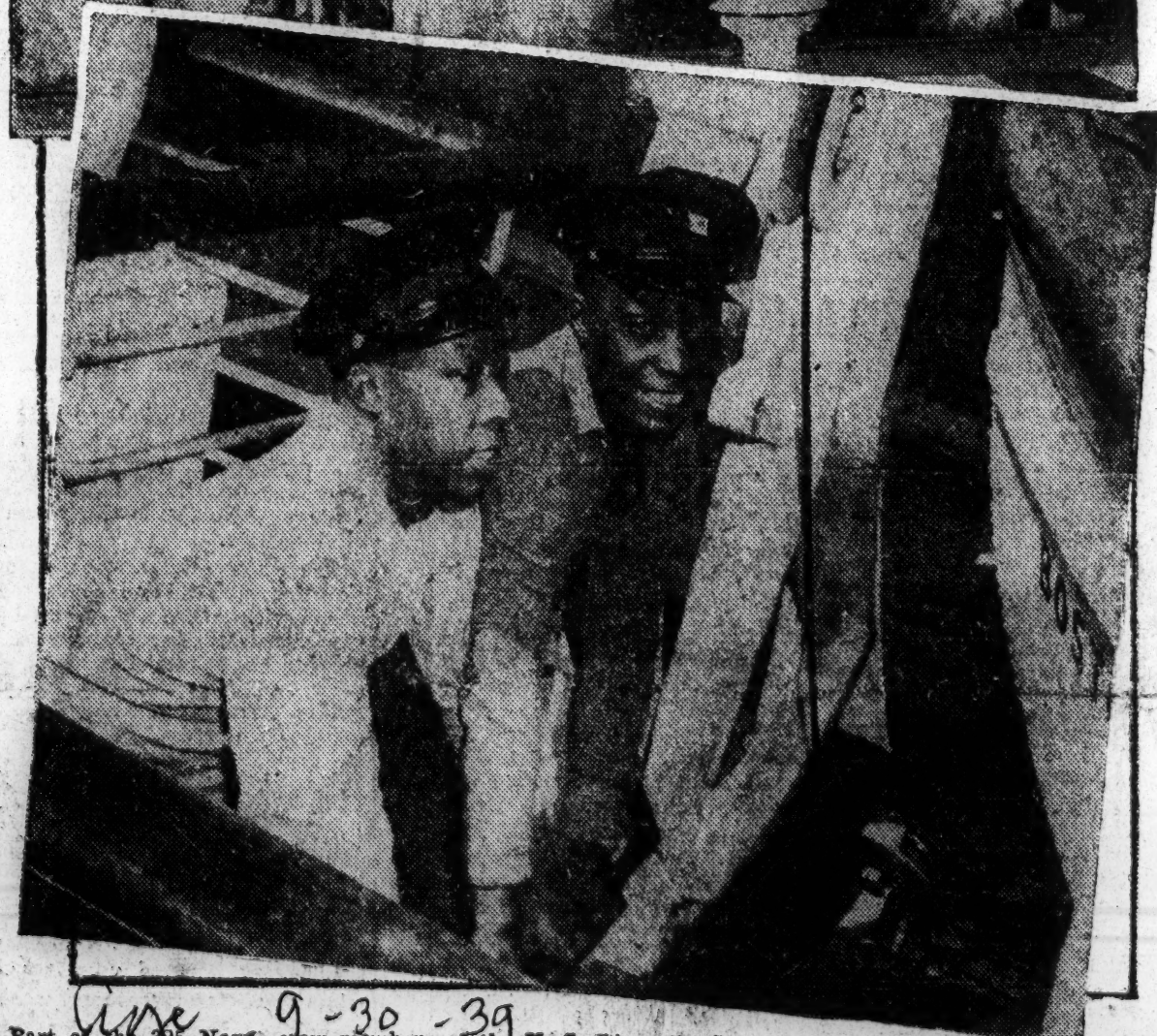
Since the bars have been let down against Negro seamen, it is believed that steamship companies aligning themselves with the NMU policy of hiring Negroes in the emergency will

find out that the colored personnel aboard their vessels are as efficient as any. New employment opportunities for all classes of seamen have thus

been opened by the NMU and a welcome has extended to all bona fide seamen who want to ship.

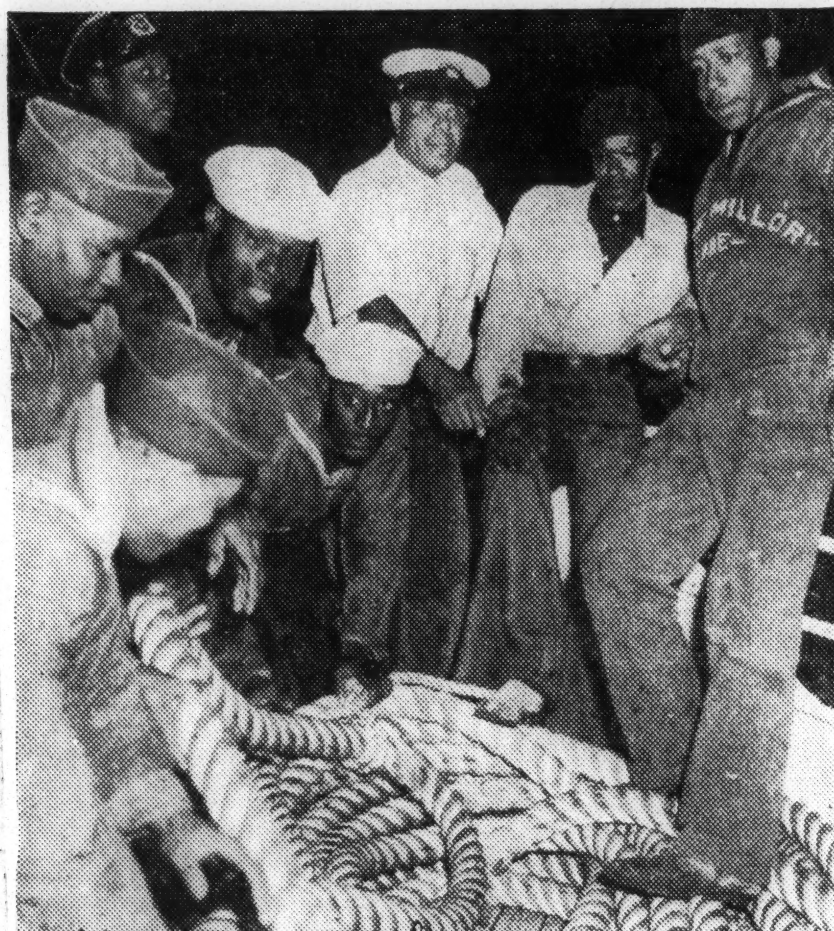


# Off to Bring Americans Home



Part of the 325 Negro crew members of the U. S. Liner St. John, which sailed for Southampton, England, to bring Americans home across the sub-menaced waters of the Atlantic. The crew, all members of the National Maritime Union, won their fight against the ship owners' discrimination and the Seafarers' International Union, an A. F. of L. affiliate.  
Below: Paul Booker and James Millbrook at work on a lifeboat davit.

# Negroes Sail Refu gee Ship



*Daily Worker*  
10-13-39  
—Daily Worker Photo  
Negro members of the crew of the S.S. Iroquois, Clyde-Mallory ship chartered by the U. S. Lines, as up the vessel as she docked here. Cre wmembers are insistent upon payment of their war bonus now being negotiated by their union, the National Maritime Union



# NAVY, NEGROES IN - 1939 Off to Bring Americans Home



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Below: Paul Booker and James Milbrook at work on a lifeboat davit.

—Sunday Worker Photos

## Symbols of Sea Valor --- Negro Crew on Rescue Mission

### 325 Sail to Rescue Americans in England; Aware of Sub Peril, Crew Hails NMU Fight

By Angelo Herndon

At the time of this writing there are 325 men and women somewhere in the Atlantic, bound for Southampton, England, to rescue Americans from the dangers of the war now raging in Europe.

Waving their hands in farewell salute, their faces a sea of smiles, these brave, heroic men and women — without fear of their own safety — sailed Friday night from Pier 62 at 23rd St. on board the U. S. St. John.

As friends and well-wishers bade them goodbye, a member of the crew said in a very distinct voice that rose above the clatter of noise: "Thanks! We'll be needing it. Hope to see you soon if..."

Sailing of the 225 Negro members of the crew represents an important victory of the National Maritime Union in breaking down the

barriers of discrimination against Negro seamen.

Septimus Rutherford, secretary-treasurer of the Stewards Division, said that efforts of the union in getting 462 Negro seamen employed on four ships to do rescue work in war-torn Europe, is proof that the Negro is just as qualified as any.

#### IN FACE OF PERIL

Like the great but unknown heroes who erect towering and beautiful skyscrapers, the men who make steel and build vast communication systems that stretch across the whole world, these mild mannered and courageous seamen appeared to be unconcerned about the great peril which lay ahead of them out in the stormy and turbulent waters of the Atlantic.

Though fully aware of the fact

that the union will do everything to protect their interests, and that they are extending a hand of cooperation to their brother Americans caught in the war fever of Europe, requested upon departure that the good work be continued.

Being jubilant over the victory won, they were somewhat taken

#### SMASH DISCRIMINATION

While the seamen are taking all the risks, the shipowners have been quite reluctant to grant the demand of the union, and union officials charge that some of the companies are doubling their fares for the occupancy of cots aboard the rescue ships.

Members of the crew on the U. S. St. John, feeling confident

same work as others. The union won for us, and if anything should happen, it will still leave the way open for other able-bodied Negro seamen."

The smashing up of the discriminatory policy of the U. S. Lines is good reason for the Negro seamen to feel strong about the union. Though it is a victory won in an emergency situation, nevertheless, the ground has been prepared for a fight to the finish against discrimination of any seamen because of race.

Negotiations between officials of the union, shipowners and the Maritime Commission, were still in progress on Friday. The union is insisting on emergency measures to provide protection of wage standards and insurance for the men risking their lives at sea.

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Though fully aware of the fact

that the Atlantic is now thick with the submarines of the warring nations of Britain, France and Germany, there seemed to have been something which bound them together in unbreakable solidarity.

#### SMASH DISCRIMINATION

Perhaps for some these questions would seem puzzling. But for those on the U. S. S. St. John, they are not difficult at all to understand.

Reginald Allen, dressed in his waiter's white uniform, explained it.

"Of course, we all know of the danger," he said with full confidence. "But we'll make it alright. The union has fought for us—and the union is for us and we're for the union. What's more, it's the first chance we Negro seamen have had to prove that we can do the

same work as others. The union won for us, and if anything should happen, it will still leave the way open for other able-bodied Negro seamen."

The smashing up of the discriminatory policy of the U. S. Lines is good reason for the Negro seamen to feel strong about the union. Though it is a victory won in an emergency situation, nevertheless, the ground has been prepared for a fight to the finish against discrimination of any seamen because of race.

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# Training Of Negro Sailors SAYS NEGROES BARRED FROM NAVY FOR 'BEST INTERESTS' OF GENERAL SHIP EFFICIENCY

WASHINGTON—(A N P)—Since the Army has its four Negro regiments recognized as combat units and often proudly referred to in spite of their present status, it would be well for the navy department to consider using the same principle to offset the general ruling that permits Negroes to enlist only as mess attendants.

By taking one or more of the many "decommissioned" destroyers, a sufficient number of Negroes could be trained under competent white officials to man those boats. Of course, since the Captain of a naval vessel ranks with a Colonel in the army, it would be years before there would be a Negro captain in the navy.

The suggestion was promulgated by a former army man, who knows that there is little chance of the Negro being integrated in that branch of the military—so he sees no reason why there shouldn't be several of these "decommissioned" naval boats turned over for the instruction of Negro sailors and gunners and what have you in the various ranks of the navy. In some of the larger cities there are units of the naval reserve which train colored lads similar to the boy scouts movement. These lads would offer a nucleus for others to follow in their footsteps.

There are hundreds of Negroes capable of being trained in the difficult tasks of navigation and so forth. In fact, the more the old timer talked of the problem, the more feasible it seemed as the solution for getting Negroes out of the mental branch of the regular Navy. So with the four Negro regiments in the national army there would be four naval vessels training Negroes as defendants of their country with openings for hundreds in the several important branches of the service.

## Negro Crew Mans Rescue Ship Bound for England

NEW YORK (CNA)—At this time there are 325 men and women somewhere in the Atlantic, bound for Southampton, England, to rescue Americans from the dangers of the war now raging in Europe.

Waving their hands in farewell salute, their faces a sea of smiles, they sailed last week from Pier 62 on Twenty-third Street, on board the U.S.S. St. John.

Sailing off the 325 Negro members of the crew represents an important victory of the National Maritime Union in breaking down the barriers of discrimination against Negro seamen.

## Naval Aide Admits Navy Ban On Colored Prospects, Except In Capacity Of Messmen

WASHINGTON, D. C.—The enlisting of Negroes in other branches outside of that of messmen does not meet the "best interests" of the United States Navy, according to a letter received recently by a New Jersey youth seeking to enlist in the service.

He forwarded a letter of inquiry to Mrs. Franklin D. Roosevelt, expressing his desire and soliciting her assistance. The letter was turned over to the navy department, bureau of navigation, and under the date of July 28, 1939, he received a reply.

The letter he received read: "Dear Sir:

Your letter of June 26, 1939 addressed to Mrs. Roosevelt, relative to duty in the navy, has been forwarded to this bureau for reply.

"After many years of experience, the policy of not enlisting men of the colored race for any branch of the naval service except the messmen branch was adopted to meet the best interests of general ship efficiency.

"The selection of men to man the navy is left to the discretion of the executive branch of the government. In the exercise of this discretion, the bureau endeavors to furnish naval vessels with crews consisting of men best qualified to meet the requirements of the special rating and branch to which they are assigned. This policy not only serves the best interests of the navy, but serves as well the best interests of the men themselves.

Sincerely yours,  
C. W. Nimitz, Chief of Bureau  
J. B. Oldendorf, by Direction."

WASHINGTON.—(ANP)—What price patriotism? A young man living in New Jersey, seeking to serve his country by enlisting in one of the branches of the naval service, directed a letter of inquiry to Mrs. Franklin D. Roosevelt, expressing his desire and soliciting her assistance. The letter was promptly turned over to the navy department, bureau of navigation, and under the date of July 28, 1939, he received the following:

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## NEGROES IN THE NAVY

BEFORE THE LAST world war, Negroes held most of the stewards and attendants posts in the U. S. Navy. Since that time these jobs have been taken over largely by Filipinos and white.

During the past few weeks the Navy Department has been reported as gradually discharging the Filipinos from the service and is again seeking Negroes for these jobs. The reason for the change is that the Negro is more trustworthy than the Filipino, whose allegiance is not altogether with the U. S. The question of spies has become a serious one in the Navy.

A similar situation prevails at the fortifications of the Panama Canal, which is said to have become infested with spies. One report has it that Negro soldiers will be sent to Panama to replace white soldiers now on duty there.

With the increase of Negroes in the armed forces of the nation, it seems to us that the time is ripe for some representation on the policy-making boards of the Army and Navy. Woodrow Wilson saw the wisdom of appointing a special assistant to the Secretary of War to interpret the problems of the Negro soldier, and there is need for some such

representation at this time. We are proud of the fact that the Negro has never proved disloyal to his country during times of peace or war, but we're not so proud of the treatment he has received at the hands of those whose interest he so faithfully serves.



NAVY, NEGROES IN- 1939

## First Navy Graduating Class of the New Year



We present the first Navy messmen's graduating class of the new year at the Naval Training Station. Shown, front row, left to right: P. M. Curtis, G. Washington, R. Williams, M. J. Moyer, S. J. Crawley, R. W. Crawford, instructor; D. Hayes, J. R. Baker, F. B. Jones, L. Cardledge, G. N. Terry, G. C. Reese; Seated: T. Powell, L. Brooks,

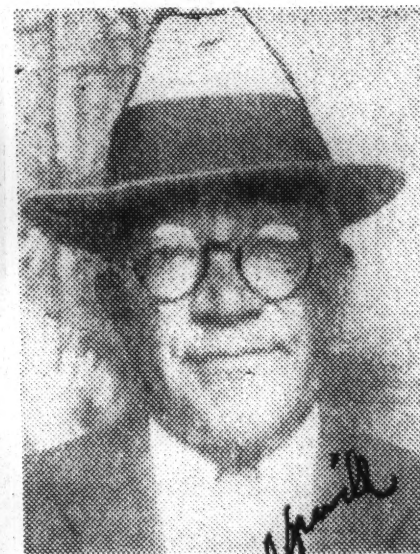
E. E. Collins, O. Thomas, N. Ridley, H. Allen, J. Hamilton; Top, left to right: J. D. Tate, J. R. Perry, R. Williams, S. Dilday, A. William, J. Love, E. Fullins, M. Draw, G. M. Reid, R. D. Mulken, S. Payne, L. Lewis; Middle: M. Lang, S. Williams, E. E. Thompson, C. Curtis, B. Bethea, W. D. Moss, S. J. Brady, C. Bryant, C. Patterson, J. C. Collins.

## Abraham Blount Retires After 40 Years Service In Navy Yard

It was truly a Happy New Year for Abraham L. Blount, of 610 Centre Ave., Portsmouth, Bureauingman of laborers. Mr. Blount is a native of Portsmouth and has resided at his present home for the past 35 years. He is well known and respected in the community. Mr. Blount, after forty years of continuous service in the Norfolk Navy Yard, retired with pension, effective January 1. He enjoyed the distinction of being the first leadingman laborer employed in the Supply Department.

He entered service in the Navy Yard in 1899 and in 1908 was elevated to be leadingman of laborers. Six years later he was promoted to be quartermaster of laborers, a post which he held during the World War. In 1922 he

## Retires



Abraham Blount, of 610 Center Ave., retired from the Norfolk Navy Yard January 1 after forty years of continuous service. Mr. Blount entered service in the yard in 1899 and at the time of his retirement held the post of leadingman of laborers. He is a native of Portsmouth and has resided at his present home for the past 35 years.



# First Four-Star Class of Navy Messmen of 1939



Above is the first four star class of the New Year of Navy messmen at the Naval Training Station. This is the second class to graduate this year and members of the class come from practically all of the southern states.

Shown, rear row left to right: D. Brock, Davis, Plattenburg, Pickens, J. Ross, L. D. Murray, E. W. Harris, J. E. Cameron, R. Andrews, J. E. Ross; second row, J. Crumby, E. Lanair, Bolding, W. W. Moss, T. J. Cotton, T. Murrell, T. Cozart, class veoman: A. Webb, E. L.

Harris, U. G. Jones, W. E. Wilson, I. Cornish. First row: W. W. Taylor, J. E. Roebuck, J. K. Young, Anderson, Jr., J. R. Green, Steward Southall, who assisted in instructing the class; J. Cartwright, C. M. Stroud, J. B. Mary, H. Wassington, D. Withers. Front: Frank Wilber Jones, left drummer, C. H. Phillyss, right guide, Antone Teas, master at arms, C. J. Young, center drummer; James Travis Fowler, company clerk; Clarence Roberts, left guide and James Alven Manly, right drummer.

## RIVER HAS KNOWN ONE NEGRO SHIP'S OFFICER

Nels Fitzgerald Won His License In the Eighties

HE KNEW PEARL, TOO

Ohio Rising Slightly At Pittsburgh, But Little Gain Is Expected On Lower Mississippi

—Helena To Fall

By JOE CARTIS

Among the thousands of negroes employed on old river packets only one ever attained the rank of licensed officer and he was Nels Fitzgerald.

For a good many years Fitzgerald rosted on Lower Mississippi River boats. Occasionally, he made trips up Red River, but always returned to the Mississippi. One day he met up with a mate who promoted him to deck hand. Later he became a night watchman. He was so well acquainted with the duties of different packet work he once took the first mate's place when loading a cargo and he did his job well.

### Was Likable Negro

Fitzgerald was a likable negro. Every member of the different crews he worked with took interest in him and gave him a better job when it was possible. He became acquainted with several pilots and often he'd steer the boat if a pilot was tired. He knew both the Lower Mississippi and Red Rivers so well he could name all the landings. He learned the channel, and of course, remembered all the channel crossings.

One day when his boat was at New Orleans, he met up with a captain of a Pearl River boat. He hired him. Fitzgerald learned Pearl River so well, he applied for a Government license and it was granted him some time in the middle '80s. He ran as a pilot for many years on Pearl River and it was said of him he was one of the best ever employed on a Pearl River packet.

### Worked Pearl River

The last steamer Fitzgerald piloted was the Poitevent, a 130-foot steamer which was operated on Pearl River and across the lakes through canals and to New Orleans. He died a good many years ago being the only man of his race ever granted a Government license to pilot steamboats.

Those old negro steamboat men knew all the ins and outs of this mysterious Mississippi. They obeyed

orders from the boat's officers, were always loyal to the packet they were on and if there was an accident they did their part to rescue passengers.



NAVY, NEGROES IN- 1939

## REMOVAL OF UNWRITTEN RACIAL RESTRICTIONS IN U. S. NAVAL CODE URGED

By LOUIS LAUTIER

WASHINGTON, Dec. 7 — If colored Americans are to play a part in the navy comparable to that played by colored troops in the Army, the removal of unwritten racial restrictions will be necessary.

A move in that direction may be made when the 1941 naval appropriation bill is under consideration in the House Appropriations Committee. A proviso prohibiting discrimination on account of race in enlistments and promotions in the Navy would operate to remove such restrictions.

In the 1941 naval appropriations bill the Navy Department will request funds for naval construction based on a continuing program in order to prevent any reduction in the effectiveness of the fleet which would jeopardize national security, Charles Edison, Acting Secretary of the Navy, disclosed in his annual report, made public last Monday.

"In view of the threatening international situation," he states, "it is probable that our present orderly program may have to be accelerated, but under no circumstances should it be retarded."

According to the report, the status of naval auxiliaries is very unsatisfactory. This situation, the report advises, will continue until replacements now authorized have been completed and additional authorizations and appropriations obtained.

## Admiral Byrd Expedition Has 3 Negro Aides

Valued Members Of  
Crew Attached To Ship  
Sailing Frozen Area

PORTSMOUTH, Va., Dec. (ANP) — Valued members of the crew attached to the USS Bear, now enroute

to the frozen Antarctic with the expedition headed by Admiral Richard Evelyn Byrd, were the following colored Navymen: Assistant Cook J. L. Littleton, U. S. Navy, formerly assigned to the local Navy Yard; Decoven M. Martin, officers' steward, 3rd class, of Norfolk and G. Gibbs, Philadelphia, mess attendant.

Littleton is assistant to Cook Emil Swenson (white) and upon them will fall the responsibility of planning and preparing the meals for the long, desolate trip.

## COLORED NAVY MEN WITH BYRD

Source: Pittsburgh, Pa. PORTSMOUTH, Va., Dec. 21—

(ANP) — Valued members of the crew attached to the U.S.S. Bear, now en route to the frozen Antarctic with the expedition headed by Admiral Richard Evelyn Byrd, were the following colored Navymen: Assistant cook, J. L. Littleton, U. S. Navy, formerly assigned to the local navy yard; Decoven M. Martin, officers' steward, third class, of Norfolk and G. Gibbs, Philadelphia, mess attendant.

Littleton is assistant to Cook Emil Swenson (white) and upon them will fall the responsibility of planning and preparing the meals for the long, desolate trip. Next major stop of the Bear and its companion ship on the voyage, U.S.S. North Star, is Panama. They will make their last contact with civilization about Christmas in New dates for the 1940 session of the American Teacher's Association at a recent meeting of the executive committee of the Association in Baltimore.

NAVY PROF.



C. MERGER JACKSON

Alto American  
officers' steward, first class, stationed at the U.S. Naval Training Station at Norfolk, Va., who is one of eight colored instructors in the Navy. He has more than twenty years of continuous service to his credit.



NAVY, NEGROES IN- 1939

## RACE SAILORS ABOARD U. S. S. MISSISSIPPI



Race personnel stationed aboard the battleship U. S. S. Mississippi with rendezvous at Los Angeles. Left to right, standing: R. L. Young, Los Angeles, machinist mate; S. Boyd, Norfolk, Va., E. G. Lewis, San Diego; G. Patterson, Ander-

son, S. C.; R. M. Taylor, Beaufort, S. C.; H. T. Calvin, Birmingham, Ala. Kneeling: O. W. Henderson, Luther, Okla., and C. Dyer, Dowagiac, Mich.



Bennie Will Wyman, mess attendant third class, U. S. Navy, has just completed the twelve-week recruit training course at the Naval Training Station, Norfolk, Va., and is now enjoying an 18-day furlough at the home of his parents in Tuscaloosa, Ala. Upon expiration of his furlough he will report to the receiving ship at Norfolk for assignment to a vessel in the fleet. Under the Navy's autocratic rule, all young Wyman's aspirations to be more than a mess attendant will be cruelly stifled.

## The Negro And The Navy

By JOHN EARL MASON

LOUISVILLE, Ky.—(SNS)—

Many have joined, I joined, and others will join the United States Navy, disillusioned, destined to become disgusted, irresponsible, antagonistic toward the white race and in general thoroughly Un-American citizens. Because of my experience, and thousands of other Negroes, I have prepared this unbiased article on what the future Negro sailor will confront when he decides to give his all for the land of the free, and the home of the brave. In no way has my personal experience influenced me. This article is based entirely on observation and facts which may be substantiated by any of the several thousands Negroes now in the Naval Service.

Prior to, and during the last war there were innumerable Negroes in all branches of Naval Service. Many become famous through their contribution to Naval Science, making such a creditable record that both the United States and Negro race are very proud of them.

However, at the termination of the war, when the country had returned to normalcy, the door was ignominiously closed to all Negroes that desired future enlistments. That was our reward for bravery and courage in times of strife. Why we were thus shunted aside, why we were no longer required as able-bodied seamen is the old old story of white supremacy and southern bigotry. Before the war the navy was composed chiefly of derelicts and riff raff, then; the color of a man's skin was immaterial as long as he could handle his job with efficiency. During the war in the time of a great crisis a man was a man and possible death draws no color line. However, when there was no longer any need for added manpower, when one more sectionalism reigned over the land there were found to be many Negroes in the Navy that had risen from the ranks to chief petty officers, actually in command

of white seamen. The inevitable happened. All Negro enlistments were stopped, including the messman branch, which had always been composed entirely of Negroes. Filipinos were then enlisted in our place.



# Number Of Midshipmen But They Won't Be Black

Measure Favorably Reported By U. S. Senate—There Should Be 159 Colored Cadets and 212 Colored Midshipmen, On Basis of Population.

## ONE AT WEST POINT, NONE AT ANNAPOLIS

WASHINGTON, D. C., May 18—A bill increasing the number of midshipmen allowed at the United States Naval Academy but providing no guarantee of appointment of colored youth was favorably reported to the Senate last Monday.

The report, recommending pass each 32,899 persons, while the Disage of the bill with the adoption trict has one appointment for each of two committee amendments, 54,096 persons. was submitted by Senator David I. Walsh of Massachusetts, chairman of the Senate Committee on Naval Affairs.

The purpose of the bills is to increase the number of midshipmen allowed the District of Columbia at Annapolis from 5 to 12. The reason advanced for the proposed increase is based on population.

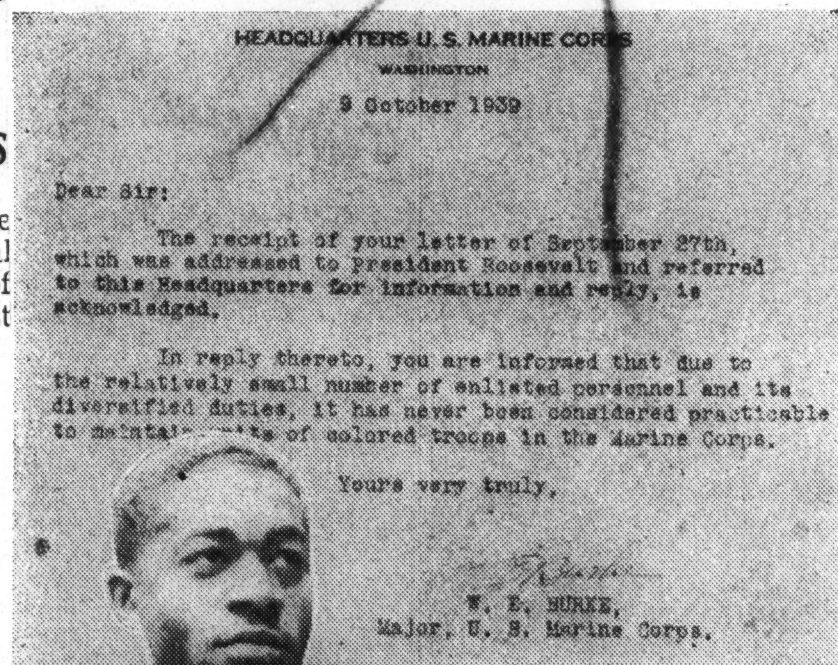
### ONE APPOINTMENT FOR EACH 32,899 PERSONS

L. A. Carruthers, white, president of the Forest Hills Citizens Association, which is sponsoring the bill, pointed out in a letter to Senator Robert R. Reynolds, Democrat, of North Carolina, that the States have an appointment in the Military and Naval Academies bas-

If this argument were carried out to its logical conclusion, on the basis of population, colored citizens of this country would be entitled to one-tenth of the 1,593 appointments to West Point and of the 2,124 appointments to Annapolis, or 159 cadets and 212 midshipmen, or a total of 371 appointments in the Military and Naval Academies.

As it is, there is one colored cadet at West Point at present and another enters July 1. There are no colored midshipmen at Annapolis and in the whole history of the Naval Academy no colored youth has ever been permitted to graduate from that institution.

## NO CHANCE TO BE A MARINE



L. W. Langford, 4735 Forrestville avenue, Chicago, and the answer he received from the headquarters of the United States Marine Corps in Washington after he had written to the President of the United States to learn just why his application to join the marines was ignored. He was told by a recruiting officer, "We have no place for you fellows in the Marines!"

## Sailor Says Navy Is No Place for the Negro

ST. LOUIS, MO. — (Special)—Machinists Mate Hugo Johnson, U.S.N., en route from the navy receiving station in San Francisco to duty aboard the U.S.S. Stack, told the staff of the St. Louis Call that "the navy is no place for the Negro." Johnson, who has been in the navy for more than 20 years and is one of the few Negro petty officers in the service, said all that a Negro joining the service now can be is a mess attendant. Every one else in the navy are address-

ed as "men" but the Negroes in the mess service are called "boys" which explains the attitude most officers and men take of the question. Enlisting right after the World war, Johnson said, Negroes than had a chance of changing to any branch of service they wished. He transferred from mess to machinery. Johnson will aid in keeping machinery in repair and operate the many control levers necessary in the sailing of a modern naval vessel. The ship to which Johnson has been assigned is a new destroyer which has not yet been

## Alabama Youth Protests Being Nayal Messboy

Asks, Gets Enlistment Deferment; Hits Race Inequalities

ENSLEY, Ala., Oct. (ANP)—After having enlisted in the U. S. Naval Service, John E. Stegar, colored, informed that he would doubtless serve only as a mess boy in the steward's department, wrote Lieut. Miller, officer in charge of the Navy recruiting office, Birmingham, asking for deferment of his enlistment.

Stegar said he wished to communicate with the Secretary of the Navy and President Roosevelt, concerning the status of Negroes in the Navy. His request was granted and he was informed his enlistment had been deferred indefinitely.

commissioned but will likely be put into service the first of the year. When it does, it will be one of the first line destroyers and will be in the thick of any thing that develops in the current war situation.



# SCAT COLOR PREJUDICE IN U. S. NAVY, SAYS WRITER

Editor's note: This is the second in a series of articles on the United States Navy, and the part Negroes play in the service.

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By CHARLES WRAGG

CHASE "ole man jim crow" out of the United States Naval set-up and we'll have the greatest national defense medium in the whole world. 5-25-39

Color prejudice, and that alone, is in the main responsible for keeping "below the decks" 3,000 Negroes—men ready and willing to fight and die for their country but are not permitted to do so because of the color of their skin. Philadelphia, Pa.

The part played by Negroes in the United States Navy is that of a menial. Their work is similar to that of a servant in an ordinary household, except for the military touch.

From six o'clock in the morning to four in the afternoon the colored men have the task of feeding the officers, cleaning their linen space and keeping themselves in excellent military and physical trim.

The 3,000 men about whom this article is primarily written answer to the title of "mess-boys". They have a two-fold nature of duty and are always hard pressed to keep up both ends.

When color prejudice creeps in the "mess-boys" are a bit reluctant about trying to keep up, especially when they look on all sides and find one group, inferior in education and physical qualities, advancing beyond them, simply because their skins are white.

They would all like to see one of their group a commissioned Naval officer but realize that before they have the spoils victory must be won. This can be accomplished by taking a true and direct course and following it until that end has been completely gained.

When the proper steps are taken by Negro figures and organizations of national eminence that goal can be reached.

Say that this issue is taken for discussion by all leading Negro organizations with the proper information, there is no telling what progress

could be made. In order that the race may be better equipped to undertake such a movement, it must be familiarized with the ships and stations so that it can know definitely what it is fighting for.

## WHAT ARE CRUISERS?

This week's discussion centers around the cruisers of the United States Navy, both heavy and light, new and old, according to their size.

The cruiser is a fast, medium-sized, ship with a long cruising range. They are equipped with light but fast artillery, with thin armor plating so as to aid the speed and facilitate long range guns in maintaining their effectiveness.

There are four types of these ships. One is the old 7,500 with four stocks, which has six guns in four turrets. Its torpedoes and planes made it a powerhouse in its day. These ships have a fine set of anti air-craft battery and are still an important unit of the United States fleet.

The old heavy cruise of 10,000 tons was, in its day, the pride of the Navy and is still considered a great ship. They are a cross between the light cruiser and a battleship.

The new light cruiser, the S. S. Philadelphia (flagship of the Atlantic squadron) type, has a displacement of 10,000 tons, 15 six-inch guns in triple turrets and a greater range and speed than the old type. The heavy cruiser, 12,500 tons, differs only from the light one. Its main point of contrast is in the batteries, as it carries eight-inch guns.

Any of these ships can be seen and inspected at the Navy Yard on Saturdays, Sundays and holidays.

## NEWS AIDS NEGROES IN NAVY CAUSE

NEW YORK, June 22—(ANP)—In an editorial in the Daily News this week, the writer gave backing to the current crusade for more colored men in the navy, when it said "We have no doubt that plenty of Filipino mess boys now serving in our navy report regularly to the Japanese on what goes on aboard our fighting ships

and at our naval bases and stations."

This editorial bears out statements made in colored weekly papers that through spots and trailers have been found in every race in the United States, there has never been one found among the colored population.

## Approve Bill To Increase Midshipmen

WASHINGTON, D. C.—Without fixing a quota to insure the appointment of colored youth to the Naval Academy, the Senate last Tuesday approved the bill to increase the number of midshipmen at Annapolis from the District of Columbia. 6-24-39

The bill carries in funds and contract authorizations \$251,445, he said. "And the same proportion 547 for 2,290 army airplanes and 177 National Guard planes, and expansion of the air corps personnel; \$14,250,000 for educational orders for war materials and \$27,000,000 for expanding the garrison at the Panama Canal.

The 2,290 army planes and 117 National Guard planes, added to the 784 planes provided in the regular War Department Appropriation Act, previously approved, and the serviceable planes the Army already has, would give the Military Establishment 5,500 planes by July 1, 1941.

Included in the \$251,455,547 item was \$61,600,00 for housing and Air Corps technical instruction at new air bases and depots and improvements to existing bases. Norfolk, Va.

Major General Arnold has told Senator H. H. Schwartz, Democrat, of Wyoming, that he thought he could work out a program to give colored pilots 90 days' training at one of the flying schools, 90 days at Randolph Field and 90 days at Kelly Field.

Nashville, Tenn. Banner  
July 12, 1939

## Five Negroes Enlist in Navy

Five Negroes were enlisted in the messman branch of the United States Navy at the local Navy Recruiting Station today. They are on their way to Norfolk, Va., for a period of preliminary training before being assigned to duty, officials stated.

## Navy After More Negroes Only As Mess Attendants

Atlanta, Ga.

WASHINGTON—(ANP)—In reply to a wire sent the secretary of the navy, Capt. Ollendorf of the personnel department, told the Associated Negro Press last week that "The president's proclamation increasing the enlistment of navy personnel will affect Negroes.

"Previously, the monthly quota of Negro enlistments was held down to 50, but in September (this month) the quota jumped to 250," he said. "And the same proportion will hold during the entire limited emergency with Negroes being enlisted in the same ratio for the navy. They will not be admitted to any other branch of the service excepting the steward's department, where they will be enlisted as mess attendants only."

This statement settles completely any question as to how Negroes will serve in the navy, already made for their admission to the various branches of the service. No reply from the war department has as yet been received.



# Navy Wants More Negroes!

But You Have the Answer: Not As Sailors, Not As Midshipmen, Not As Officers, But As Servants to the Upper Classes—Monthly Quota of Enrollees Jump From 50 to 250.

WASHINGTON, Sept. 2—(ANP)—In reply to a wire sent the secretary of the navy Capt. Ollendorf of the personnel department told the Associated Negro Press last week that "The President's proclamation increasing the enlistment of navy personnel will affect Negroes."

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## U. S. NAVY "EFFICIENCY"

A young Negro in New Jersey wishing to ENLIST in the United States NAVY, which is supported by taxes from COLORED AND WHITE AMERICANS, wrote a letter of inquiry to Mrs. Franklin D. Roosevelt.

The letter was turned over to the Bureau of Navigation of the Navy Department and was answered directly by the chief, C. L. Nimitz, in part as follows:

"After many years of experience, the policy of not enlisting colored men for any branch of the naval service except the messmen branch was adopted TO MEET THE BEST INTERESTS OF GENERAL SHIP EFFICIENCY."

The ONLY difference between this policy of the United States Navy toward NEGRO CITIZENS and that of the German and Italian navies toward JEWS is that the latter are not accepted AT ALL.

Jews have only RECENTLY been barred from the Nazi and Fascist navies while the United States has had its present policy toward Negroes for TWO OR MORE GENERATIONS.

It is therefore more or less of an ACADEMIC QUESTION as to which of these navies is least democratic: those that bar members of minority groups altogether, or those that accept them only as MENIALS and will permit them to rise no higher.

One cannot pass over the revoltingly HYPOCRITICAL smugness of the U. S. Navy alibi that Negroes are kept in the KITCHENS of our tax-built and maintained warships "to meet the best interests of general ship efficiency."

The Germans and Italians are at least FRANK enough to say that their policies are dictated solely by considerations of RACIAL PREJUDICE, and do not hide behind the TRANSPARENT ALIBI of "efficiency."

If colored Americans are efficient enough to WAIT ON TABLES, wash dishes and scrub pots, surely they are ALSO efficient enough to wait on the big guns (passing ammunition), wash down the decks, polish brass and paint the ships as the WHITE sailors do.

But the U. S. Navy is NOT as interested in ship efficiency as it is in MAINTAINING THE SOUTHERN-INSPIRED COLOR LINE to forestall the possibility of any EFFICIENT colored sailor being promoted over any IN-EFFICIENT white sailor.

The continuance of such a jim-crow policy MOCKS PRETENSIONS OF DEMOCRACY.

We must FIGHT this policy tooth and nail until it is ABOLISHED.

Only then will the U. S. Navy be REALLY EFFICIENT.

BEST INTERESTS OF NAVY REQUIRE  
NEGROES TO BE SERVANTS ONLY, SAY  
OFFICIALS WITH DIFFICULT NAMES

HE'S GOING TO  
THE ANTARCTIC

WASHINGTON, Oct. 6 (ANP)—

What price patriotism? A young man living in New Jersey, seeking to serve his country by enlisting in one of the branches of the service, directed a letter of inquiry to Mrs. Franklin D. Roosevelt, expressing his desire and soliciting her assistance. The letter was promptly turned over to the navy department, bureau of navigation, and under the date of July 28, 1939, he received the following:

"Dear Sir: Your letter of 26 June, 1939, addressed to Mrs. Roosevelt, relative to duty in the navy has been forwarded to this bureau for reply."

"After many years of experience, the policy of not enlisting men of the colored race for any branch of the naval service except the messmen branch was adopted to meet the best interests of general ship efficiency."

"The selection of men to man the navy is left to the discretion of the executive branch of the government. In the exercise of this discretion, the bureau endeavors to furnish naval vessels with crews consisting of men best qualified to meet the requirements of the special rating and branch to which they are assigned. This policy not only serves the best interests of the navy, but serves as well as best interests of the men themselves."

Sincerely yours,  
C. W. Nimitz, Chief of Bureau  
J. B. Oldendorf, by Direction."



George W. Gibbs, Philadelphia, who has been selected by the United States Navy as a member of the expedition led by Admiral Richard Byrd which will leave soon for a two-month stay in the Antarctic.